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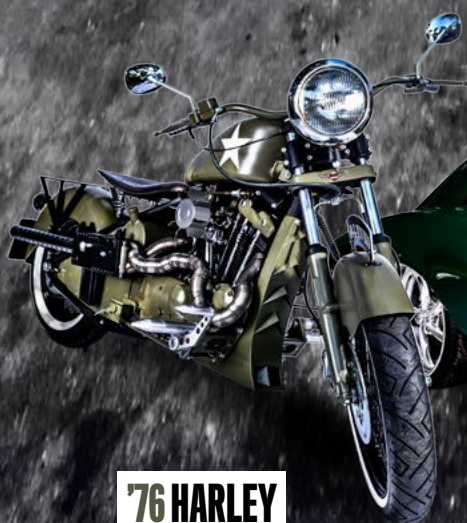
'34 CHEVY RAT

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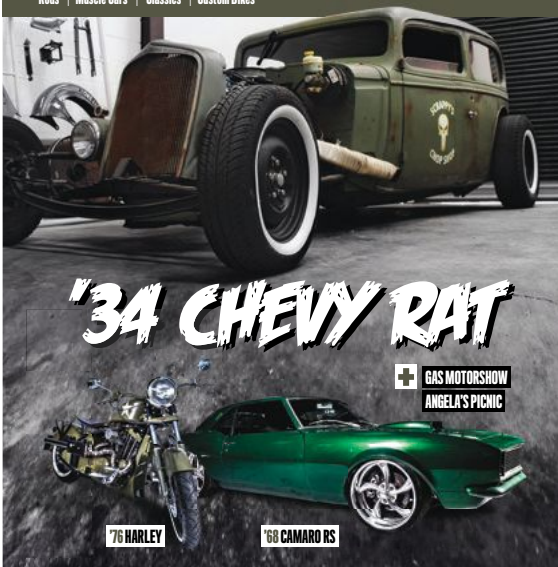
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WANTED

LOOKING FOR INFO

Above is a picture of a car (Townsend MK4) I own / restored. I just recovered this picture from 1966. On the front is a South African Hot Rod Association logo. I was trying to find info and was wondering if there were oval races / road races at that time and if any American cars / drivers took part?

Any help or contacts would be greatly appreciated

WANTED

OPEL REKORD

I am looking for an Opel Rekord-Olympia body on wheels. 1950-1962. Please contact Otto on 071 519 3300 I am in Ficksburg in the Freestate



FOR SALE

Original 1967 PONTIAC FIREBIRD

400 automatic convertible – one rare powerful bird in lovely condition. Used frequently to attend shows and do road trips. Drives like a charm. Older restoration but still looks brilliant. Asking R 485,000 neg. No time wasters please. Call Leon in PE 083 273 4067

FOR SALE

A set of aluminum heads for Small Block Chevy. Brand new. 2.05" inlet valves, 64cc chambers complete with guide plates, with Edelbrock Performer manifold. Bolt on. R10,500.00

WANTED

I am looking for spares on the following.

- 1) 1934 Ford Pickup.
 - 2) Renault Gordini .
 - 3) Ford Cortina MK1.
- Please contact Phillip 837828788



FOR SALE

1991 CHEVY CORVETTE V8 convertible, rare hard and soft-top, brilliant condition and quick as hell, original rims available if you want it instead. Lovely car to drive and fuel-efficient as well. Asking R285,000 o.n.c.o Contact Leon in PE 083 273 4067



FOR SALE

1991 CHEVY CAMARO V8 CONVERTIBLE Bodywork excellent but the interior needs to be freshened up. Mechanically it drives and can be used but needs attention. Nice project car. R13,700 worth of parts from the USA included. Asking price for this American Muscle R129,900 o.n.c.o. Call Leon in PE on 083 273 4067

FOR SALE

1933 FORD SEDAN STREETROD, Chevy V8 engine, turbo 350 gear-box, lovely imported American mag-wheels (big and little's), genuine custom leather interior, billet aluminum steering and column, suicide doors front and rear, shaved handles, electric windows, power steering etc. Lovely rod R 350, 000 neg for cash only. Leon 0832734067



Hi SAHR

Ever since I can remember he spent weekends working on the car in Graaff-Reinet, Eastern Cape, probably for the best part of 35 years. He had an Opel engine in it and the body was metal sheeting and body filler. He could never really make up his mind what colour he liked for it. Would spray it all colours, look at it and do it over again in another colour. There was once an article about the car in an Eastern Cape newspaper, headed something like "Karoo tandarts bou n Maan motor". Anyway the article stated, amongst other things, that the speedometer was way out of accuracy. He never managed to get the car roadworthy.

When he died some 10 years ago, one of my brothers allegedly went and sold the car to some-one and eventually another brother traced the car (through your magazine I think) and bought it back. He was planning to donate it to some museum in Port Elizabeth.

REGARDS, NICK LAUBSCHER

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1996 CAMARO Z28 CONVERTIBLE, lovely condition, top as new, leather brilliant, paint lovely, new mags and tyres. Fun car to drive and own, used frequently. Head turner and thumbs up all the way. Only asking R165,000 Slightly neg for hard cash only. Call Leon 083 273 4067


THE GIMPH

The state of the industry in South Africa

South Africa is home to some extremely creative and resourceful individuals. Home-grown capability abounds – enough to build state-of-the-art hot rods, refurbish a classic back to its original pristine condition, or take a muscle car to the next level via an incredible resto-modification. There are technicians, electricians, fabricators, fitters and turners, mechanics, engineers, painters, air-brushers and suppliers out there who have been doing this type of thing for many years for lots of satisfied, happy customers. That is the good news!

Let me tell you a story that happened just the other day. It's a Facebook story. Some guy was cleaning out his warehouse and wanted to get rid of a Chevy 454 complete running engine. He decided to put the 454 on Facebook auction and soon various people were bidding up the opening bid of R5000. The engine attracted quite a lot of attention from those who were bidding and those who were sniping from the sidelines. The seller wasn't quite sure of what he had, but supplied a reasonable picture of the engine. One of the snipers offered a perfectly informed comment that the 454 appeared to be of the newer Vortec type with a fuel injection that looks like a carburettor. He doubted that the engine produced more than 230hp in that format. That comment immediately stoked the ire of a certain individual, who was identified as, "the best engine builder in South Africa". This "best engine builder", now furious, accused Mr 230hp of talking "k**", telling him in no uncertain terms that, "even a stock 350 Chevy puts out more than 300hp." A couple of Mr Expert Engine Builder's buddies jumped in like pack dogs bolstering and defending their little tin god, confirming

his expertise and believing what he said was gospel. This continued, until someone speaking sense, provided undisputed proof that a 1992 stock Vortec 454 makes 230hp. Mr Expert Engine Builder's mates were big enough to apologise and admit they had lots to learn. Mr. Expert Engine Builder, after much spluttering and offering of excuses to the effect that he had been misunderstood, finally admitted that indeed, a big block Chevy is all about torque and not so much about power.

The purpose of this story is not to confirm that we all make mistakes, but to demonstrate the arrogance and contempt that some of the people in the car industry have for their customers or potential customers. Mr. Expert Engine Builder did not stop to think, even for one minute, that he was on an open public forum and that he may have been speaking to a potential customer. Talking of "expert" engine builders, I have encountered one personally, who built my friend's supposedly 500hp 350 Chevy, using a two-bolt main and E-Street heads. The engine was, unsurprisingly, consigned to oblivion within five minutes of being driven hard on the highway. This particular engine building "expert" (he really was) was unwilling to accept responsibility for the build. His lame reason was that he could not be held liable for "poor workmanship" on imported parts from the USA (so why use them in the first place?).

This type of contempt is all too common from "expert" South Africans. The industry is rife with those who take on too much work or have too little skill and who deliver a substandard product. Some take years to deliver when they should take months. The forums are full of those complaining incessantly about

their clients' demands and unfair expectations. For every artisan who builds a masterpiece there are ten chancers who take shortcuts and plainly don't have the necessary expertise. I wouldn't trust them to build shopping trolleys. Personally, I have experienced chrome jobs that rust on the Reef after three months, paint jobs that bubble, beading that falls off, and parts that are damaged by the "experts" who installed them. My electric window mechanism was replaced only for the window to fall out. Ill-fitting doors, weatherstrips that fall off, windows broken by the spray-painter, batteries and radios stolen, are an industry norm. Pathetic service is accompanied by an equally arrogant attitude of "take it or stick it." It's not difficult to find the correct person to do your build – he's the one who can't take on anymore work and charges a fortune, because he can (and most probably deserves to).

Wouldn't it be great if we could nurture this industry in South Africa and buy/build/restore a hot rod/muscle car from a reputable dealer, auctioneer or privateer without being ripped off? It's a huge and important industry in the USA, providing employment and enjoyment for literally millions of people. We will never be in that league, but I wish we could experience some of the integrity they enjoy on that side of the world. You won't last long in the USA if you abuse or rip-off your clients or, like Mr Engine Expert, you really are no expert. Make no mistake – there are good guys out there. I met one the other day. He came along with his client to a car show and, bursting with obvious pride, took his time in patiently explaining his build as to the what and why. He did this to a growing crowd of interested people. For a brief moment, my faith was restored.



1960 MORRIS MINOR

Juan Pierre is a young lad who finished school in 2008. Like most youngsters these days he also wanted a gap year, but decided to rather earn his own money and started work as a casual at a local tyre factory. The next thing on the cards was to own his own car and he was looking for a small project which would be inexpensive to complete. In 2009 he attended a car show with me in Despatch in the Eastern Cape where we were informed about a Morris Minor with a 1400 Nissan conversion, but it was a non-runner. Needless to say when he saw the car he just had to have it.

The car was complete but very rough and needed engine parts to get it up and running. Juan Pierre organised a carburettor and some small parts to start the car and determine the condition of the motor. Well, it was purring like a kitten. He then decided to disassemble the car in order to repair and improve the modifications al-

ready made. As with any project he worked non-stop for the first couple of weeks and then it became a weekend job and the rest is history. Buying the car is one thing but spending money on repairs is something quite different. So this project became a multi-year project and had to be done as funds became available.

He was however confident in his efforts and told me that this car will always remind him of entering the adult world for the first time and that he had to work shifts to earn money to set aside for the build. Juan Pierre's aim was to start the car and drive it out of the garage, seeing that it had to be towed there in the first place. He also wanted a hand in creating something that he could be proud of, and say, "I was involved with the transformation of this Morris."

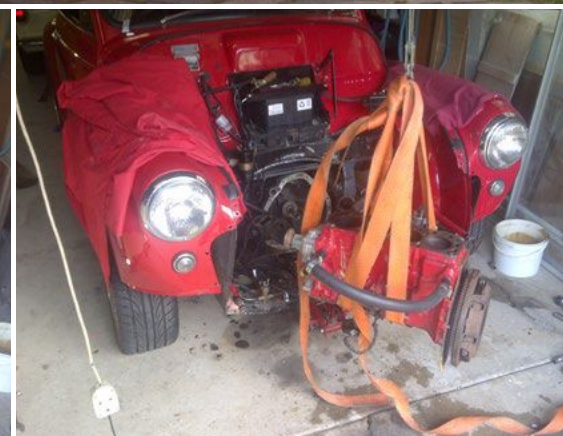
The next thing that happened is that he bought a set of 17-inch rims and told me that they need to be fitted to the Morris.

That was a headache because the front suspension had to be modified and discs installed. It consisted of the original stub axles, Golf discs and Ford Cortina brake calipers. A real pavement special – but as the saying goes – it's the strongest breed you can get. The most difficult part was sorting out the front of the car in order to get everything lined up and to eliminate the risk of the front discs buckling.

When it was time for the Morris to be sprayed, Juan Pierre insisted on red, with black wheels. He started off priming the car and later did his own spray work, with his dad obviously on standby.

The original differential has been replaced with a 1400 Nissan diff to match the engine and gearbox. Although the body was rust free and in good condition, the boot lid had to be replaced as either a tree or pole had damaged it beyond repair.

As mentioned, the motor was running



POWER PLANT: 1400 Nissan motor (standard) **GEARBOX:** Nissan 1400 **DIFFERENTIAL:** Nissan 1400 **WHEELS:** 17-inch
FRONT SUSPENSION: Original hub with Golf solid disks, Cortina calipers **GAUGES:** Mini Minor speedo and aftermarket oil / temp / amp gauges
SEATS: Original backseat / Front seat - Golf

and only needed some cosmetic work. Juan Pierre was satisfied with the 1400 power as he was looking for economy, not performance.

In May 2014 I decided that enough was enough and told Juan Pierre that his Morris needed to get finished as it was delaying my own personal projects. We started with eagerness and by June 2014 the Morris was ready to leave the garage. Needless to say, that is when the problems started and we had to resolve petrol starvation, distributor problems etc. Although we had prepared the car for a show, Juan Pierre decided not to take it there after all and removed the motor, and by association, all of the problems. This was a blessing in disguise as it was discovered that the flywheel had not been fastened at all and could have resulted in damage and possible injury. A lesson to be learnt if you get hold of an abandoned project – be very

careful and check everything, no matter the extremes you have to go to.

The most time-consuming and difficult part was sorting out the fuel starvation. Everything was cleaned (petrol tank three times) and all the lines replaced except for a small pipe in the fuel tank which was blocked solid. Once that was resolved the car ran like a dream.

When the build was completed Juan Pierre decided to fit aftermarket gauges to monitor the fuel level, oil temp and water temp. The original steering has been trimmed to a racing steering wheel size and covered in leather. It must be the only one around and looks very nice.

During December 2014 the Morris went for its first outing when it took a small "trippy" as part of the Concept Crew Car Club Christmas lunch. You could tell that JP was very proud of the first car that he ever purchased and the role that he played in its transforma-

tion. He was also very proud when he took the Morris to the recent Street Rod Nationals in PE where it was a real eye-catcher.

As you know youngsters are always on the move and I'm sure that this Morris will not get time to cool off once all the necessary documentation has been completed. When you drive this little red devil it is smooth and without rattles.

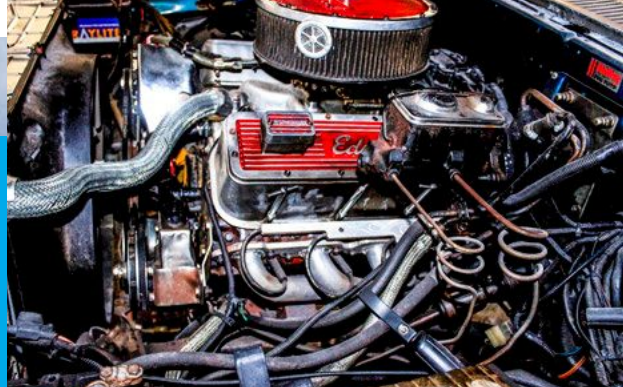
At one stage he said, "I just want the Morris to match the condition of my dad's cars which are always in a very good condition." As his father I want to compliment JP for seeing this project through. You have no reason to stand back JP, it is as good as new.

It would be remiss of me not to commend the following people for their assistance in whichever way they contributed:

Jaco Nell, Henry Warden, Marchane Erasmus, Tiaan Oosthuizen and Jan-Hendrik. Thanks guys!

REGARDS, PIERRE VAN RENSBURG

HEAVY CHEVY



Mike Sullivan imported this left-hand drive 1982 pickup in that same year. He says it became difficult for individuals to procure import licences at the time, so together with a friend who was in the motor trade, they managed to acquire 34 import licences from various businesses and imported a number of cars from the States, including Cadillacs. Mike decided to import this particular car for himself and he isn't aware of any other Custom Deluxe 10 in the country. There probably are but I've never seen one before. Although it now sports a mean-sounding Chevy 454, 7-litre V8 big block with an auto box, this wasn't always the case. Some years ago, when it still had its original diesel engine, Mike was transporting six horses in a trailer. When he stopped at a garage to fill up, the petrol jockey loosened the cap of the radiator which resulted in an instant sauna, thereby causing damage to the engine. So if you see a petrol jockey who isn't able to walk without the aid of crutches, you'll know why (just kidding!). The sound of the powerful engine has even led to the creation of Mike's nickname, "Dum Dum", which appears in various places on the bodywork. And you'll never forget that this is a Chevy you're sitting in – there are enough bowties around to open a tie shop.

The car has since been resprayed and the original wheels wouldn't have been able to cope with the power that's generated,

which would have been the equivalent of Bakkies Botha playing rugby in stilettos, so these were replaced with mags clad in BF Goodrich All-Terrain tyres – 33/12.5/R15s at the back and 32/11.5/R15s in the front. Other additions include the roll bar, the nudge bar, running bars and the grips on the load bed fenders. The two tow bars on the front bumper were fixed there to help Mike manoeuvre his boat. Beneath the aluminium tread plate that he installed in the load bed you'll find the original wooden slats that this Custom was issued with. He believes that the wood is well preserved, having had a glimpse of it during a service some years back. This is all hidden from view by the tonneau cover which also houses the spare wheel.

The fuel tank is mounted on the left-hand side rail, a change that was made to these models in 1973. It had previously been located inside the cab. In 1993 this led to the exploding fuel tank fiasco, where an NBC news programme demonstrated a crash involving a General Motors truck where the tank supposedly exploded on impact. It turned out that the explosion was staged by producers who had inserted a remote-controlled incendiary device in the tank which they could ignite on impact. The other major controversy was that the claimed speed (48 km per hour) of the impact was substantially lower than the actual speed (64 km per hour). There was no disclosure by the programme that the accident was set up. GM then hired investigators who found that the footage showed smoke was visible six frames before the point of impact. The investigators searched through 22 scrapyards before they found the burnt-out GM

TECH SHEET

OWNER: Mike Sullivan
LOCATION: Blouberg
YEAR: 1982
MAKE: Chevrolet
COLOUR: Metallic blue and silver
ENGINE: Chevy 454, 7 litre V8 big block
TRANNNY: Auto box
TYRES: BF Goodrich All-Terrain 32/11.5/R15s front, 33/12.5/R15s back
INTERIOR: Grey leather upholstery

pickup. General Motors then launched a lawsuit against NBC, which was settled in the same week that it was announced – with far-reaching consequences for the reputation of the program and the staff involved. There were of course counter lawsuits against GM by individuals, but this is the States we're talking about after all.

Although Mike has had this truck for the best part of 33 years, he feels it may be time to part with it, due to his not having the time that he'd like to spend on its upkeep. He says he might consider selling her (It doesn't seem right to refer to it as "her", but I'm thinking of a communist female weightlifter on state-sponsored medication) for the right price, but what that price will be... well, you'll have to find out from the man himself.

BY KARL ERIKSEN
 SOURCE: LA TIMES

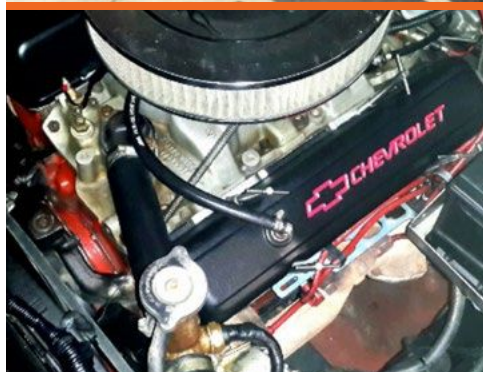
1982 CHEVY CUSTOM DELUXE 10



READERS' RIDES

My hot rod/rat rod/convertible/ 4x4

SMV JEEP



I always wanted a Jeep and more specifically an SVM Jeep. For those of you who don't know what an SVM is – racing legend Cliff Barker started his own company called Special Vehicle Manufacturers back in 1987 that built these Jeeps from scratch. He unfortunately sold the company to AAD Land Rover in 1991 that shortly thereafter closed it down. It's unconfirmed, but according to the Internet more or less 300 of these very unique South African vehicles were manufactured.

I spent many hours searching for the perfect Jeep to build and finally came across a suitable one that was used as a challenge vehicle. The Jeep was located in Secunda and from the photos it seemed like the perfect one. My father-in-law, Deon Bernardo and I wasted no time; we rented a trailer and off we went on an early Friday morning. On Google Earth Secunda did not seem that far away from Cape Town but boy were we wrong. We eventually arrived in Secunda very late that Friday evening and had to look at the Jeep in the

dark after which we decided to take it. The previous owner, Rudi van der Merwe, was very hospitable and offered us some food and a place to sleep but we just wanted to get home. We immediately got back on the road and began our journey back to Cape Town. Early the next morning when the sun came up, we decided to pull over at Three Sisters to have a better look at the Jeep and assess what we'd actually bought. On closer inspection we found that everything was leaking oil – the gearbox, the engine – even the brake lines were dripping fluid all over the nice trailer we'd rented... Nevertheless the overall condition was as per the previous owner's description.

The build started the very next day. The Jeep seemed to be in a very nice condition but after spending another R15 000 on fixing oil leaks, new brake lines, new brakes, new electrics, special wiper motors, Defender side mirrors, reconditioning the power steering, carburettor and the prop shafts, I realised that I'd underestimated the cost of the build. The gearbox

also had some issues and my build just became very expensive. After removing the gearbox the gearbox rebuilder gave me some bad news – the entire gearbox including the transfer case had to be rebuilt. We could not find any spares for the BorgWarner T5 in South Africa and had to import parts from the USA and make up the ones that we could not find. The entire process took six months and a lot of money. My hat goes off to my very supportive wife, who had to listen to me constantly complaining and endure my many hours spent in the garage.

The Jeep is finally done and goes like a rocket; the 327 Chevy smokes the 35-inch tyres without effort and takes a very responsible person to drive. The top speed is "unconfirmed". All that I can say is that she easily cruises at 120km/h in fourth gear and then I still have fifth.... She was definitely worth the time and money spent and I would do it all over again. Thank you for the very nice magazine. JOHAN

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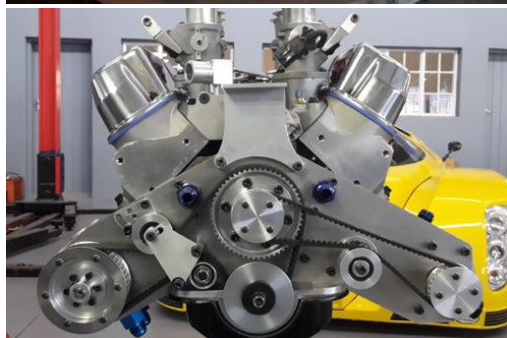
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RAGE MOTORSPORT



Rage Motorsport was established in 2006 by brother and sister team, Gary and Debbie Anderson. Initially our primary business was custom-machining of components for cars which included gearbox adaptors, billet-aluminium engraved tappet covers and custom wheels. Later an enquiry from a customer would see Gary putting his design talents to use and he developed and patented his own billet brake caliper. Soon our reputation found its way to Cape Town when we started manufacturing components for CAV (Cape Advanced Vehicles) who are the manufacturers of the Ford GT40 which is exported all over the world.

In 2007 we took on a new challenge of designing and building our own take on a supercar, complete with a Twin Turbo V8 Lexus engine.

Our determination saw us launching our car which we named the "DEGARO" at the Castrol Extreme Auto Show in 2008, where we received an award for innovation.

With TV shows like Overhaulin' with Chip Foose, Fast N' Loud and Count's Kustoms, our interest and focus once again shifted to hot rods and in particular, rat rods. Two 1934 Ford steel bodies and an angle grinder later, we had the beginnings of our Ford pickup which we aptly named the Ford Phoenix (phoenix: risen from the ashes with renewed life). Our newly-built Ford Phoenix received rave reviews and praise from all alike who saw her driving in and around the streets of Boksburg. It was the attention that we got from our car when we had it on show

at the Pretoria Street Rod Nationals 2015 – where we were awarded second place in the rat rod category – that made us decide to make our dream someone else's and ignite our passion in other potential rodders.

With this vision in mind we decided to take this opportunity and turn it into an extension of our business. Offering a complete custom-built Ford Phoenix pickup for those enthusiasts who had the passion but not the time, or alternately for those who wanted a project to build themselves or who were perhaps bound by a budget, a pickup would become available in kit form.

People buy from people and, wanting to make our customers as important as their cars, we wanted to breakaway from the traditional norm and eliminate the hassle of sourcing parts and using donor components.

Gary, having the creative ability for design and machining, has allowed us to offer a complete service. From manufacturing our own fibreglass cab, steel load bin, chassis, front and rear suspensions, to machining our own mirrors, lights and steering wheels. All our engines are custom-built in-house in partnership with well-known V8 engine builder Brian

Cook of Raceparts Distribution. Brian's wealth of experience and knowledge, with his long-running involvement in the Wes-bank V8s, has seen him establish himself as one of the leaders in his field.

Our ultimate goal is to provide a complete service to our customers – being there every step of the way. Passion, individuality and uniqueness is what we strive to give our customers.



Next time you head in the direction of Port Elizabeth, instead of taking the N2 to your destination, try Route 62. Although the distance is slightly longer, it offers a rich diversity of scenery. When you pass through Barrydale, your trip will not be complete without stopping at the vintage-style diner, Diesel & Crème (and the Karoo Moon Motel). The Pharo family opened Diesel & Crème in 2013, incorporating their private antique collection – an eclectic mix of antiques from around the world. You can't enter Barrydale without noticing the original vintage petrol pumps, gas and shop signs and interesting memorabilia which are housed in and around a building with rusty roof sheets – as in old church meets Gas Monkey Garage. It is family-owned and run, the music is always playing and on-the-ball staff provide great service in a venue that can be described as quirky, old-school, different and interesting.

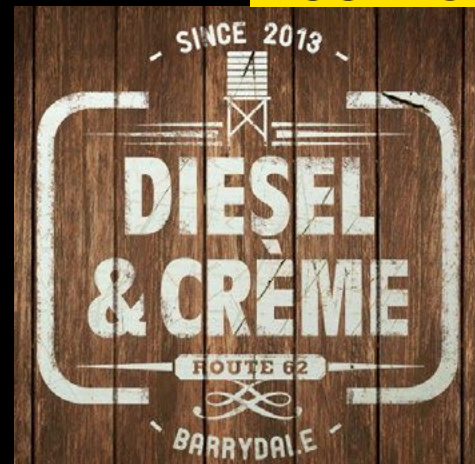
Once inside, you'll find yourself gazing at the beautiful antique doors imported from Belgium and France, and the original windows from a Belgian monastery. Original Oregon pine flooring, over a hundred years old, supports junk-style furniture, and enhances the great atmosphere. Look up and you'll see jaw-dropping original Cape Town shop signs from the late fifties and sixties.

You'll pass by gigantic home-made burgers, ribs and pies and pause to peruse

the antique model car collection that was purchased from a market in Rome. Rows of yellow rubber ducks, drive-in speakers and the bar and its chairs further enhance the experience. This is where you'll discover the fantastic shakes this establishment is renowned for. The syrup-based shakes are mostly for the kids; the adult ones are an exotic range including: Vintage Villain with home-made chocolate brownie, Lady in Red with home-made red velvet cake, Honey-crunch with honey, crunchie, home-made custard and banana, Chai Banana Kwaai with chai and fresh banana, and Chilli Bang Bang with chocolate and chilli.

If that leaves you feeling soporific there is always the Karoo Moon Motel to spend the night in. The renovated cottage which dates back to 1896 and sleeps six was opened in 2014. It features similar styling to the adjacent diner with '50s vintage furniture – think worn leather Italian chairs, '60s posters, beautiful floors, imported doors, soft carpets, French curtains and well-stocked bathrooms and you'll get a good idea. It's something you have to see to believe, but just bear in mind that the motel is extremely popular, so booking is essential.

When you wake up in the morning refreshed for your onward journey, you'll do so with an enduring memory of having experienced something offbeat on the road less travelled.



DIESEL & CRÈME
2 Tennant Street, Barrydale

TELEPHONE: 028 5721008
CELL: 0737794718, 0796780550 or 0824913844
EMAIL: info@dieselandcreme.co.za
WEBSITE: www.dieselandcreme.co.za
FACEBOOK: Diesel & Crème
Restaurant seats 40 inside and 40 outside.
Average price for a meal: R65
OPENING TIMES: Summer 7:30am to 5:30pm/winter 8am to 5pm
CUISINE: Freshly home-made and baked/cooked on the premises. Burgers, shakes and boerekos.
SPECIALITIES: Milkshakes, waffles and burgers.
KIDDIES MENU: Similar to above.
BOOKINGS: Weekdays not required, weekends essential.



THE KAROO MOON MOTEL
2 Tennant Street, Barrydale

CONTACT DETAILS: Same as above
EMAIL: stay@thekaroomoonmotel.co.za
NUMBER OF ROOMS: Three rooms. The motel is let either as a unit which sleeps 6, or on a room basis which sleeps four.
NUMBER OF BATHROOMS: Two (one en-suite, one private)
DECOR: Similar to Diesel & Crème, but with king-sized beds with white cotton percale bedding, beautiful decor, brand-new white bathrooms, well-stocked kitchenette as well as a minibar. Lots of the latest magazines are available; there are great books to read and a stack of games. Soon it will have a hot, cast iron fireplace with unlimited wood to see through the winter.
SELF-CATERING: Limited. Microwave, plates and cutlery are provided, as well as food which can be ordered from D&C. Alternatively, great braai facilities, and one's own outside bread oven built in 1896 (like the cottage).
BREAKFAST: Available at Diesel & Crème or self-catering.
RATES: R300 pppn (booking essential)





1934 CHEVY RAT

L E A N G R E E N

MACHINE

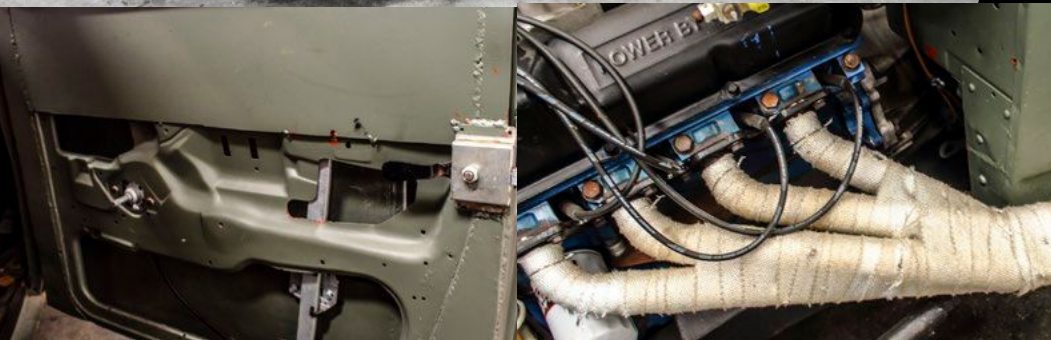


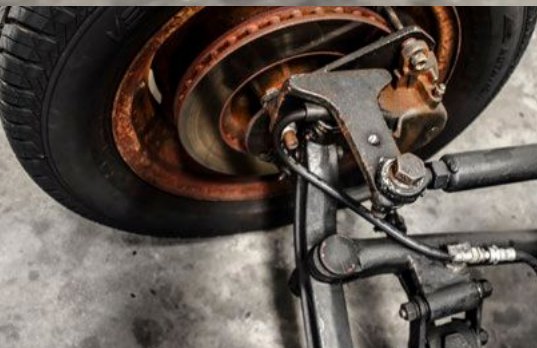
Costa Vakis bought his first rat rod from Simon of Old Mill Rod and Custom about four years ago and fell in love with the rat/resto look. It was during a moment of weakness that he sold it – a '33 Dodge – and Costa has regretted that decision ever since. After that he built a '46 Ford pickup street rod, but he was never happy with it, and wanted a rat rod again. One day while visiting Simon in Cape Town, he mentioned this and said he was looking for a body that he could do a rat build with. Costa says that Simon being who he is, immediately got on the phone and found a him a 1934 Chev body, which Costa bought and took back home to George. He had to build a complete new floor for the car and converted it from a four-door to a two-door and closed the roof, which involved loads of metalwork. A custom rat rod chassis was built, and a 9-inch Ford rear diff was installed. The artwork that constitutes the suicide front end, with pins and discs was built by Simon. The motor is a 351



TECH SHEET

LOCATION: Cape Town
BUILDER: Costa Vakis/Simon of Old Mill Rod and Custom
YEAR: 1934
MAKE: Chev
COLOUR: Green Patina
PAINTER: Thorp Impact Panel Beaters
CHASSIS: Custom-built
ENGINE: 351 Cleveland
TRANNY: Auto box
EXHAUST: Custom-built by Powerflow
INTAKE/CARB: Holley 4-barrel
REAR END: Ford 9-inch
WHEELS: Steel
TYRES: Front – Velocity Axe 195/65/15s, Rear – Bridgestone Dueler H/T 840s
SEATS: Beetle front, custom bench rear
UPHOLSTERY: Red vinyl
DASHBOARD: Steel
INTERIOR EXTRAS: Skull gear knob





Cleveland with a new intake, a Holley 4-barrel carburettor and a new electric distributor. Four-into-one custom-built exhausts by Powerflow exit either side of the motor, bandaged like the fingers of a large Egyptian mummy. The steel wheels are clad in Bridgestone Dueler H/T 840s at the rear, while the front tyres are Velocity Axe 195/65/15s, all with whitewall inserts.

The gearbox is a 3-speed auto box operated by a B&M quick shifter which is adorned with a skull gear knob, complementing the bright red upholstery that evokes thoughts of something Bram Stoker might have included in his novel, had he been around a little later. The driver and passenger seats are from a VW Beetle and the rear bench was custom-made. The doors and roof are without panels and some of the original wood frame is still visible, but the ceiling itself has been strengthened with square tubing.

The paintwork was done by Thorp Impact Panel Beaters and the car was sprayed five times and then sanded back to create a patina effect. This rat has found its way to Cape Town where it eagerly awaits unleashing. It seems Costa already regrets his decision of selling this one too, as he is already in the process of creating another – a '58 Chev Apache in a rat-patina look.

BY: KARL ERIKSEN

34TH ANGELA'S PICNIC

ANGELA'S

PICNIC

2015





Angela's Picnic was held once again this year in support of cancer charities. It is named after a very special lady, Angela Heinz, who, when diagnosed with cancer, decided to combine her love of cars and the fight against the disease and started the annual picnic, now in its 34th year. She has long since passed away, but the picnic continues and has grown to be one of the biggest car shows in the country. No prizes are awarded and no best-of-shows honoured, so those who come to this gathering do so purely for the love of cars – no trailer queens here.

This year's show had fewer attendees than previous years because someone decided to hold it on the Sunday of the Easter weekend. Many cars couldn't make it but apparently the air-cooled cars made up for that. There were Beetles and Kombis, notchbacks and Ghias everywhere you looked. It really is a car fanatic's dream with Ferraris rubbing shoulders with Minis and Opels standing next to MGs. Any car marque you can think of was there. Cars you have only dreamt of, like a flawless 1969 Ferrari Dino, were driving around looking for a parking space.

The major car clubs have personalised gazebos that they use for this specific show and everywhere you looked, devotees to a certain car were huddled together discuss-

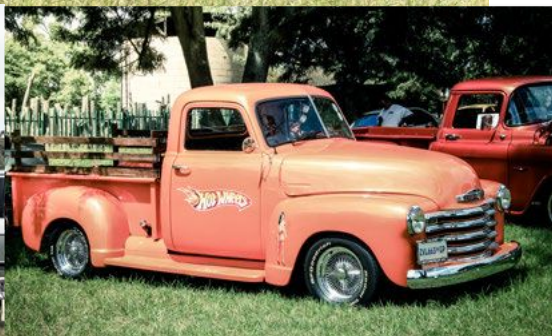


ing the merits of their particular vehicle. As the name states, this is primarily a picnic, so there are no designated parking spots and clubs arrive in convoy and take up a piece of real estate. Before long a braai would appear from somewhere, usually out of some 60-year-old car's trunk and the air would soon be filled with the smell of whatever meat was being roasted; a stark difference to the usual hamburger stalls and chip vendors.

Something else that you sometimes see at other shows but not of this magnitude is the pets. Dogs were everywhere, playing and sometimes fighting but mostly just enjoying the day out. This is like a family get-together with the most amazing cars imaginable thrown in for good measure. Halfway through the day we were treated to a fly-by of a squadron of fighter planes dating from the previous century followed by an assortment of helicopters, from the Rooivalk through to the Oryx – an awe-inspiring sight to say the least. I don't know if it was organised by the show or not, but it gave the whole meeting a sense of grandeur.

This was an almost perfect day, marred for me by one thing – the lack of hot rods. There were less than five muscle cars, a small group of Cobras and two real rods. I want to hear the growl of a big block V8 when I go to a show but more and more it seems that rodders are staying home. Please people, support the shows. We don't want the motoring community saying you only see rods when there are prizes to be won, do we?

BY: STEFAN DE KOKER / PICS: CHRIS WALL



Jean-Pierre
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ELIMINATOR

Rock 'n roll and hot rodding have much in common; both take an old form (like the blues or a vintage car) and infuse it with something more powerful and contemporary. Sometimes the two converge, as in the case of ZZ Top's frontman, Billy F Gibbons, who is probably rock's best-known rodder. When you think of ZZ Top, the first thing that comes to mind are two ridiculously long beards (and a much shorter one, on the ironically named Frank Beard) which is probably the follicular reason for not chopping off the roof of their ZZ Top Eliminator hot rod.

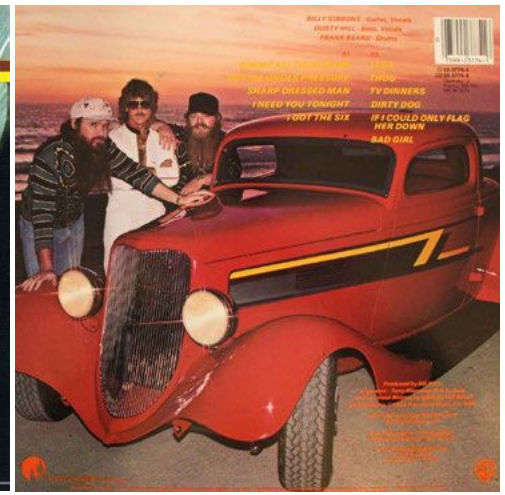
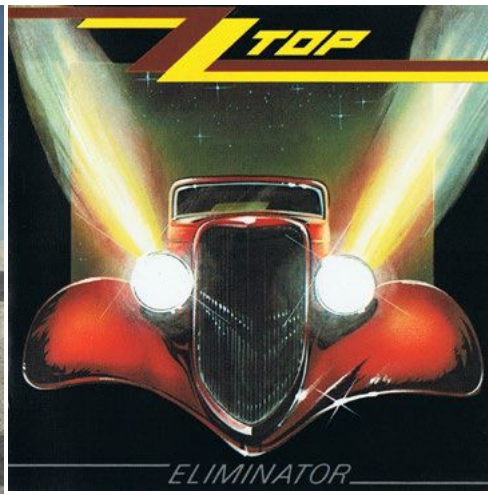
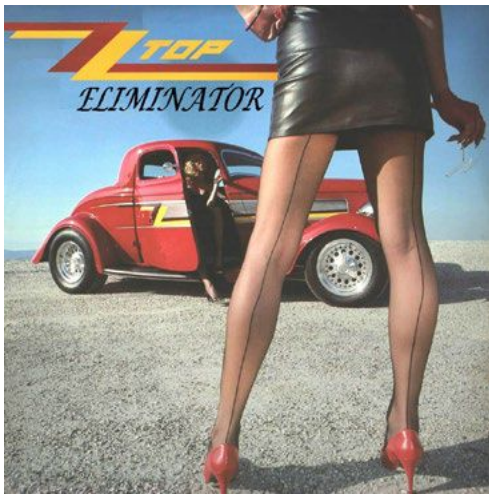
Appearing in a number of their music videos, the first debuting on MTV, the legendary Ford hot rod was a source of inspiration for two of their albums, *Eliminator* (1983) and their follow-up album *Afterburner* (1985). It all started when Gibbons, who's had a life-long fascination with hot rods, was inspired by the 1974 film, *The California Kid*, which featured the same model car and starred Martin Sheen and Nick Nolte. He traced the car's creator and owner, Pete Chapouris, who was co-owner of Pete and Jake's Hot Rod Repair and began the lengthy process of building himself something similar. He got the '33 Ford coupe from an old lady in Texas,

Arizona, who had bought the car brand new and left it untouched. It was in immaculate condition and ready for its rock and roll transformation, however, it took a protracted five years to complete.

After extensive communication between Gibbons and Chapouris, they recruited restoration expert Don Thelan of Buffalo Motor Cars. The chassis was a straightforward Pete and Jake's creation with a dropped tube axle, 4-bar suspension in front and a Ford 9-inch diff in the rear. Thelan chopped three inches off the body and Steve Davis made the three-piece hood with "scooped" side panels, while the "ZZ" graphics were created by Kenny Youngblood. In addition to that, the rear splash pan was filled and incorporated a recessed licence plate. It received 1939 Ford teardrop tail lights, while up front, the '34 Ford headlights were lowered. High-power temperamental engines were never Gibbons' thing, so the focus was more on reliability than anything else. They installed a 350 Chevy V8 with a Camaro Z28 hydraulic cam and a 350 turbo box. A four-barrel carburettor with polished intake manifold delivered the juice and to round things off, Eric Vaughn milled the ZZ Top logo into the valve covers.

A rendition of the three-window coupe was the cover art for ZZ Top's *Eliminator* album, which sold in excess of ten million copies and is ranked by Rolling Stone magazine as 398th in their list of the 500 greatest albums of all time. Together with the coupe's role in their videos, this exposure has helped reveal the concept of hot rodding to a generation that might not otherwise have been aware of it. In the videos the best part of the *Eliminator* is the driver's door. Whenever it opens it reveals the ultimate distraction to the car itself, when a bevy of beautiful young women emerge to "rescue" some downtrodden teen that is granted a set of magical ZZ Top keys by the band members. The *Eliminator* then reappears as a fantasy object.

The car was eventually retired from its core component in ZZ Top videos and in 1985 a company called Monogram released a 1/24 scale model in honour of it. *Eliminator* went on to attend various automobile conventions until it was enshrined in the Rock and Roll Hall of Fame in Cleveland in the late 1990s. And in case you were wondering if this car was only for show, Gibbons proved in 1989 that it certainly wasn't when he and some friends took it on a ten-day trip from Los Angeles to New York – in the fast lane.



Sources: Gibson Guitar Corporation, Rolling Stone, How Stuff Works



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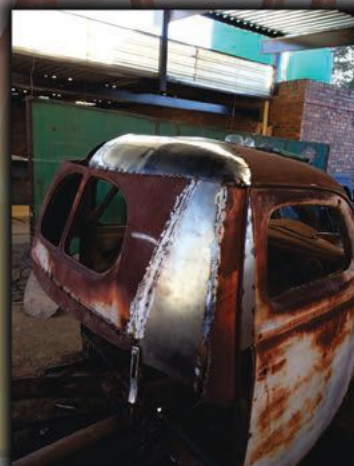
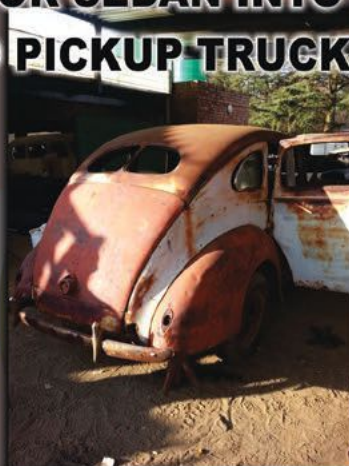
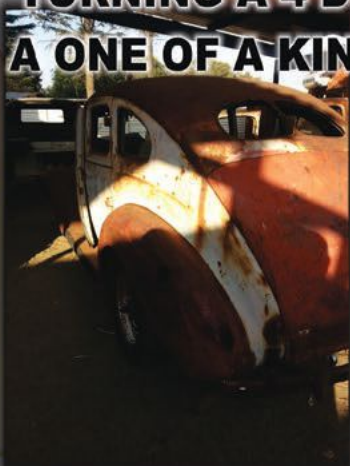
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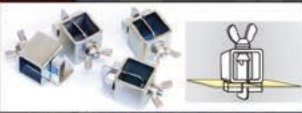


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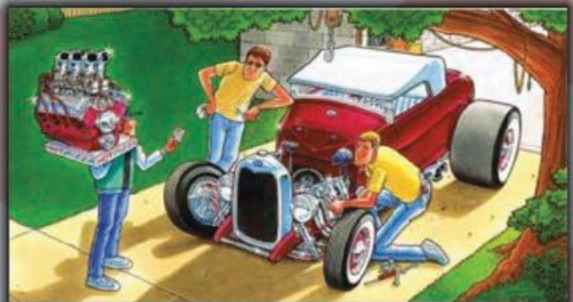


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THE GAS MOTORSHOW

2015

{GAS MOTORSHOW}

DEZZI RACEWAY IN PORT SHEPSTONE



On the weekend of May the 30th and 31st, Gas Magazine, KZN's only glossy motoring read, teamed up with the Dezzi Raceway in Port Shepstone to present a one-of-a-kind motoring festival.

With over 9500 patrons passing through the gates, action-packed entertainment such as full circuit drifting and extreme bike stunts, to foot massages and a pop-up cinema thrilled families at the first Gas Motorshow.

The Dezzi Raceway is the only Motorsport SA- endorsed full circuit track in KZN. It includes two purpose-built drift tracks, a 1/4-mile drag strip and all the amenities to make for an unforgettable day at the races.

The rubber-burning action got underway with SA's current SupaDrift championship point leader Jim McFarlane. He and a select guest list of Africa's top drifters tore up the tar with a high-speed tandem drift show. Their antics went a leap further by inviting fans to step into the cockpit for a ride on a professional drift track; an experience usually reserved for drivers or VIPs.

Not to be outdone, SA's leading adrenaline motorsports company XS Promotions and their international stuntmen, showed off their own whiplash brand of spin stunting. And if you've never seen or heard of motorized trike drifting, the team from Hooligan Drift Trikes all the way from Johannesburg showed off their skills on this world-class track.

While the track boiled, the air above was ablaze with motorcycles. SA's own, The Le Riche Brothers (currently ranked second and fourth in the US) showed their extreme bike trial and stunt duo skills alongside XDL Stunts' world-renowned bike performance display.

Off the track, the Wicked Dips Show 'n Shine and IASCA Dyno & Sound-Off, presented by The Powerflow Exhaust Zone, allowed fans to get up close to hundreds of the most beautiful cars from around the province – all vying for top eye-and-ear candy honours. Supercar club IBV provided the connoisseur's touch with 20 of KZN's best supercars on display.



The Gas Motorshow is all about family. Epic Karting laid on a full outdoor go-karting track alongside mini radio-controlled drift cars by RC Drifting to keep the young ones more than entertained. Flymargate took the show to new heights in their helicopter, giving a top view of our beautiful venue. A massive kids' action zone – featuring a climbing wall, gyro, rodeo bull and loads of inflatables burnt up any extra energy.

To complete the family fun, the Gas Motorshow Pop-up Cinema presented by Vehicle Ink Projects, seated 75 people, where young and old enjoyed blockbusters including Fast & Furious and Gone in 60 Seconds.

A unisex spa treated patrons to foot massages, pedicures and kids' pampering such as face-painting and glitter tattoos. Tum-tummies were taken care of by a full food and catering suite, including a Spur pop-up shop and a celebrity visit by none other than Chef Renaldo Abrahams from Sibaya Casino and Entertainment Kingdom.

Finally, for those most interested in man versus machine, SA's strongest men raced against the clock to pull five tons of cold steel in the Strongman contest provided by Strength Events. An epic mural by artist Delon Moody, aka 4GIVN, captured the memorable weekend. A special thanks to our MCs Des Govenden from DY Performance in PMB and Victor Pardal from SouthSide Crew in JHB.

"We have a serious passion for motoring at Gas Magazine," said event organizer Prethiven Naidoo "The Gas Motorshow brings to life the stories we've written about on our pages."





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HOT RODS

1968 CHEVY CAMARO RS

LEAN, MEAN & GREEN





If you cast your mind back to our June issue you might recall the stunning custom chopper we featured called Pennywise. It belongs to prominent Durban businessman Greg Parton who restores and owns no fewer than 80 classic motorcycles at his very own retro-style workshop aptly called Greg's Garage. While most of us can only dream of having our very own workshop with a staff of master mechanics who are briefed to work solely on our collection of cars and bikes, this is a reality for Greg. And if you thought that that sort of thing would get to his head you'd be completely wrong. He is one of the most humble and down-to-earth people you will ever meet, and is so approachable that he's even given a "spirited" ride to complete strangers in his R7 million Lamborghini Aventador.



Apart from the Lambo, Greg also owns a Ferrari California, a massive Gen-Right-equipped Jeep Rubicon, a KTM X-Bow and a race-spec Nissan GT-R, which he uses for track racing and hillclimb events around SA. Besides all these technology-bristling machines, Greg also has a soft spot for classic and muscle cars – a BMW Isetta 300, a '56 Ford F100 stepside pickup and a tarmac-eating Chevy Firenza V8 to name but a few. But the Chevy we'll be looking at today is his jaw-dropping 1968 Camaro RS.

When he found the Camaro in 2007 it was in a bad state, needing complete restoration from the ground up; so Greg set about bringing the old canary-yellow Chev

back to life by stripping it down to bare metal. He sent the shell off to Clark & Kent for a lick of iridescent deep metallic emerald green paint that makes the car shimmer in the sunlight. While that was being done Greg ordered a shipping container load (quite literally) worth of parts from the USA for the build like the engine, suspension, wheels and accessories. Every single part that could be substituted by something better was replaced, but it was important to Greg that the overall character and spirit of the Chevy was not lost in the restoration process.

Over the next two years the Camaro lay in the capable hands of Royce Munnery who assembled the car and transformed

it into the masterpiece that it is today. Up front we have a Chev 350 small-block V8, which has been beefed up with the addition of an Edelbrock Performer RPM package. The kit consists of aluminium heads, performance carburettor, intake and cams, resulting in an impressive 435bhp, which is enough to leave most modern sports car owners red in the face. The engine also looks the part with the help of a Billet Specialties pulley set.

Another item that the Chevy sports from Billet Specialties are the exquisite wheels that you'll find tucked snugly beneath the massive wheel arches thanks to an air suspension setup provided by Air Ride Technologies. The arches were flared





TECH SHEET

OWNER: Greg Parton

LOCATION: Durban

MAKE: 1968 Chevy Camaro RS

AWARDS: 2009 Street Rod Nationals winner

BUILDER: Royce Munnery

ENGINE: 350 Chevy V8, Edelbrock Performer RPM package, Billet Specialties engine dress up pulley set, MSD

SUSPENSION: Air-Ride Technologies suspension

WHEELS: Front 20-inch, Rear 22-inch Billet Specialties wheels

BRAKES: Baer performance brakes

INTERIOR: Bucket seats, custom steering wheel, Auto Meter Pro-Comp gauges

COLOUR: Emerald green

PAINTER: Clark & Kent





which allows the bagged Camaro to get within inches of the ground, much to the delight of admiring bystanders. The aforementioned wheels are 20-inch fronts and 22-inch rears and they give the car an almost toy-like demeanour, only adding to the brutish good looks that the Camaro had to offer. They sit in front of a set of Baer slotted-and-drilled rotors and performance calipers that ensure that the car now stops as well as it drives.

The interior is a much nicer place to be with the old seats chucked in favour of comfy, big-bolstered seats reupholstered in black leather, while all the gauges have also been replaced by Auto Meter Pro-Comp units. The original steering was also a bit long in the tooth and this was replaced by a striking custom steering wheel that complements the rims beautifully.

The package as a whole is something truly special. So special in fact, that the year the car was completed (2009), it claimed top honours at the Street Rod Nationals held in Joburg. Since then the Camaro gets driven every now and then and remains the centrepiece over at Greg's Garage.

BY: JARED GOVENDER



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1932 FORD PICKUP

got this



renewal

It was the time of the Great Depression and car sales were way down. Up until 1931 Ford offered 4-cylinder engines in most of their cars and work vehicles, but then something came onto the scene in 1932 that changed all that, the first mass-produced V8, the Ford flathead – adored by rodders the world over. It was fitted into the most desired body ever – the '32 Ford roadster. But that's not the end of it. In 1932 Ford released another vehicle that may even be more beautiful, depending on the person looking at it – the Ford pickup. It was a rough start for these





achingly pretty vehicles. Pickups were made for work not for fun, and work they did, which means that not many restorable pickups remain. Thank goodness for people like Ettiene from Street Rod Factory in Pretoria, who makes and sells fibreglass reproductions of the most desirable early '30s cars, ready for us to start building our dream. That's exactly what Ben Herbst did in July of 2013. He had just sold his original Flamingo sports car and wanted a new challenge – something different this time – so he went looking for a body. He settled on the '32 big fender pickup in order to make his vision a reality, and we're all happy he did. This is a very unique vehicle from top to tail.

We would all love to have an original flathead V8 motivating our rides but the reality is that they are more suitable for a museum than a rod. They are underpowered, temperamental and ragingly expensive to maintain, so Ben thought out the

box completely, and looked to the East for his motor. Yip, this snarling beast sports a Lexus engine. The Lexus 1UZ-FE engine was originally found in the 1989 Lexus LS 400 sedan, an uninspiring car indeed. We all thought of that car as just another Mercedes wannabe but we never gave the engine a second thought; luckily for us some people did and Lexus engines are making an appearance in an increasing number of rods. It may not be American but it is reliable, strong and relatively inexpensive, and with the right exhaust they sound mean. Ben fitted this engine and keeping with the idea of simplifying everything, kept the 3-speed Lexus auto box as well. The engine was mounted in a custom-built frame that was boxed for strength and fitted the '32 perfectly. After the engine was fitted another staple of South African rodding was called into action. Ben got hold of a Jaguar XJ6 that was in need of an upgrade but he stripped

it completely and gave his pickup the handling and presence they could only dream of in 1932. The 3.8 Jaguar limited-slip diff was installed and a much shortened drive-shaft was fitted as the '32 is quite a bit shorter than the boat-like Jag. The Jaguar was once again robbed when the front and rear suspension was fitted; making this a very comfortable ride, with some attitude thrown in. The final mechanical piece was the exhaust, and like I said earlier that is very important. Custom headers are fitted with a custom exhaust made from the best quality 75mm stainless steel, ensuring everyone can hear you approaching for years to come.

With the mechanicals done the fun part could start. This car could easily be part of the Addams Family. It looks creepy but it's a lot of fun. The front grille was handmade by Ben to resemble a spiderweb, but this spider seems to be in trouble with a scarily-realistic skull chomping down on



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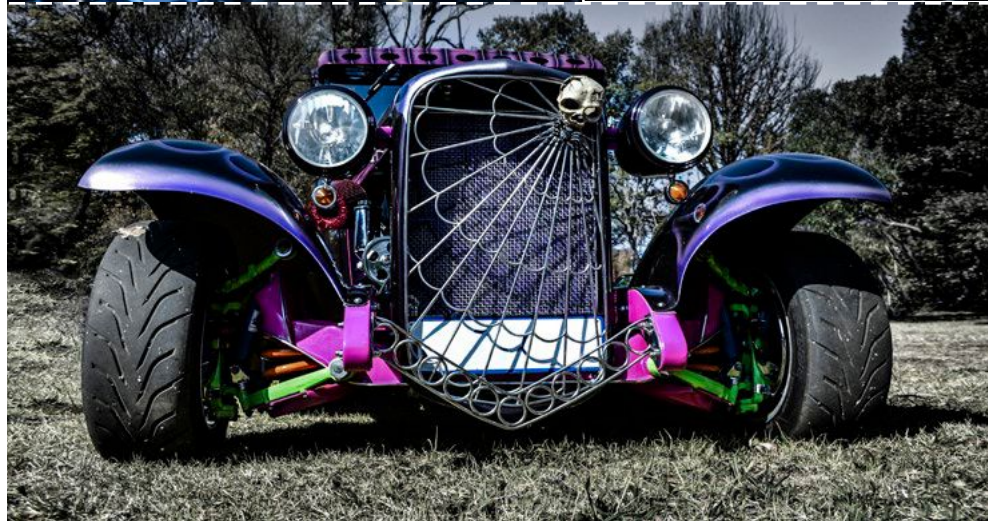
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him. The metalwork continues with the custom handmade nudge bar in front. The headlights are '32 bullet lights also sourced from Street Rod Factory and they look perfect. The rear lights are a different story. Ben wanted to make a statement and he sure did. Two skulls are moulded into the fenders and flank the tailgate. The eye sockets house the running light and brake lights while the nose cavity houses the indicators – really innovative and a crowd-pleaser. A sun visor was added and ventilated to keep with the hot rod look before the whole car was covered in 2k. The amazing colour is called flip-flop purple and takes this car to the next level. Ben wasn't finished yet and added ghost flames and scallops on the roof to take this car from amazing to unbelievable. The interior was not skipped either. Jaguar once again came to the rescue. The seats are Jag seats, narrowed a bit and covered in suede to make your trip as comfortable as possible. The last bit of kit the Jag gave up was the gauges. A full complement graces the custom oak dash once again made by the capable hands of Ben Herbst.

This car may look amazing, but more importantly, it shows what can be achieved in the comfort of your own garage. Stop dreaming, get out there and start building. We need to grow the hot rod culture in this amazing country.

BY: STEFAN DE KOKER

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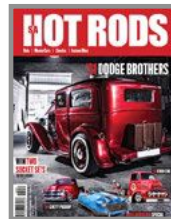
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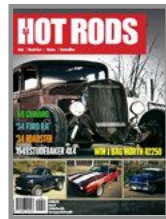
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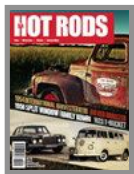
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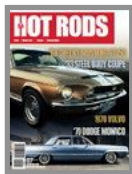
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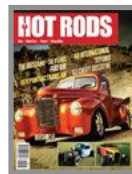
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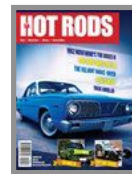
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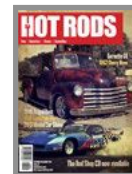
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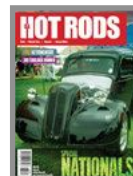
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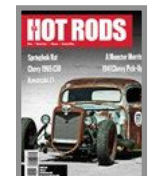
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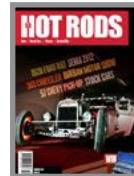
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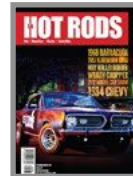
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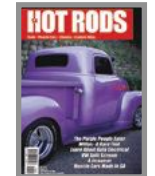
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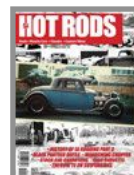
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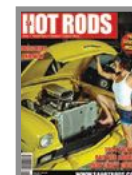
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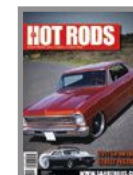
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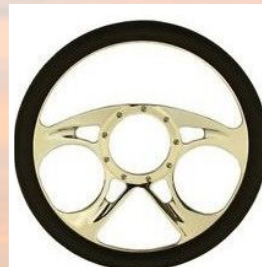
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1967 SHELBY G.T.500CR

CORVETTE



It was 1961 – four years before the birth of the first Shelby Mustang – and Carroll Shelby had just approached British carmaker AC Cars, with a request to build him one of their lightweight roadsters with modifications so that it could accept a V8.

With a newly procured AC roadster body, Shelby's next priority was to outfit his project vehicle with the right engine. Shelby first went to Chevrolet and, unwilling to dilute the

Corvette brand against which this new car would compete, they rejected his proposal. Undaunted, the bold Texan went to Ford who welcomed competition with Chevy's halo car (and ironically, would later go on to challenge Ferrari at Le Mans with its GT-40) providing Shelby with a 260 cubic inch 4.2 litre small block V8.

Carroll Shelby's project would be known as the Shelby Cobra and went on to become a

legend. The Cobra dominated small block Corvette Stingrays in the US and took the fight to a then-dominant Scuderia Ferrari in Europe, where they finally broke Ferrari's stranglehold.

The secret formula to the Shelby Cobra's dominance was simple: Small car. Big engine. More than half a century later, Classic Recreations (CR) used that same formula for its creation which debuted at the 2013

AT HEART

*IN TRUE SHELBY FASHION,
CLASSIC RECREATIONS
TAKES A SMALL CAR AND
ADDS A BIG ENGINE*



SEMA show. Using Ford's 5.0 litre Coyote engine and dropping the large DOHC motor into the engine bay of a heavily massaged Dynacorn body, CR took an approach that combined modern-day performance, the latest automotive technologies and timeless styling to create a best of both worlds experience in the Shelby G.T.500CR.

Harkening back to the spirit





of competition that spurred Carroll Shelby to create the Cobra, Ford built the Coyote motor to take the fight directly to Chevy and Chrysler who'd just dropped proverbial heavy-hitters with the LS3-powered Camaro and the Challenger's 6.4 litre Hemi.

Owner and founder of Classic Recreations, Jason Engel, understands the Shelby legacy better than just about anyone.

"I first met Mr. Shelby when he complimented me on a few cars I'd done. Then we ran into each other six months later and had

TECH SHEET

COLOUR: Red/white

DRIVETRAIN: 302 cubic inch crate engine (340 hp), Fast fuel injection, Ford Racing manual transmission, 9" Fab 9 rear with 3:70 Gear ratio and Positraction installed, Concept one pulley system

STEERING: Rack-and-pinion conversion (power), Flaming River tilt column (polished)

INTERIOR: Carroll Shelby lowback seats, 5-point camlock seat belts, Carroll Shelby signature gauges, 160mph speedometer, woodgrain aluminium steering wheel, Old Air Products A/C system, Standard 1967 door panels, standard 1967 dash and trim, Carroll Shelby G.T.500CR floor mats

STEREO SYSTEM: Pioneer CD player with removable face, Pioneer coaxial speakers

WHEELS AND TYRES: Shelby 427 wheels 17X8 front, Shelby 427 wheels 17x8 Rear, High performance Z-rated tyres (Goodyear) 245/45/17 front, High performance Z-rated tyres (Goodyear) 245/45/17 rear

EXTERIOR: Shelby sequential tail lights, Shelby G.T.500CR emblems, authentic Carroll Shelby exterior fibreglass enhancements, Carroll Shelby Le Mans racing gas cap

FUEL: Electric fuel pump, Stealth 18 gallon fuel cell

BRAKES: Front: Shelby/Wilwood 13"x1.1" track system, Rear: Shelby/Wilwood 12"x.81" touring system, slotted, cross-drilled and zinc-washed, adjustable rear proportioning valve

ELECTRICAL: Trunk mounted battery, MSD ignition

EXHAUST: BBK long tube ceramic coated headers, dual 2.5" mandrel bent exhaust, Magnaflow Mufflers

COOLING: Becool Aluminum Crossflow radiator, 13" electric cooling fans

CHASSIS: Tubular subframe connectors, cosmetic roll bar

SUSPENSION: Mustang 2 front suspension, Performance tuned rear suspension, oversized sway bars front and rear





a real conversation. I told him that I'd love to design my own car for him and amazingly, he said, 'Let's do this.' We drew up a deal within the week." remembers Engel.

Since that conversation in 2008 with Carroll Shelby, CR went on to build its 1966 G.T.350CR and the 1967 G.T.500CR. Classic Recreations has become the only exclusive builder of Shelby-licensed classic Mustangs in the world. Make no mistake—these are real Shelby Mustangs with numbers in the Shelby Worldwide Registry. Every Shelby made by Classic Recreations is built in Yukon, Oklahoma. Classic Recreation's facility is comprised of four buildings, each one handling a specific part of the build process. From start to finish, each CR project vehicle takes about 2500 man-hours to assemble, but in the end, it's all worth it.

CR's line of licensed Shelby Mustangs includes the G.T.350CR and three trim levels of the G.T.500CR (the 525/525 Limited Edition, 545/convertible and 900S/convertible). Every project vehicle built by Classic Recreations is hand-built with an unmatched level of craftsmanship that is evident with just one glance.

Each car built by Classic Recreations starts life as a brand new Dynacorn and is hand-assembled by the highly skilled artisans at Classic Recreations facility in Oklahoma. CR builds its own body parts including rocker panels with integrated side-exit exhaust, hoods, end caps, and deck lids. Each and every panel goes through several test fittings to ensure proper gap alignment and fitment.

The latest version of CR's G.T.500CR 545 has the option of Ford's Coyote engine which produces 475hp. Operated with a drive-by-wire throttle, the DOHC 5.0L redlines at an atmospheric 7000 rpm and produces peak power at 6500 rpm. More than 50 Ford engineers worked tirelessly to produce a Coyote that utilizes Ford's Twin Independent Variable Camshaft Timing or Ti-VCT technology. Ford's previous VCT only operated on a single camshaft, but with the Ti-VCT, the Coyote engine has the ability to advance or retard the timing of both the intake and exhaust camshafts independently. This allows for an



improved power and torque curve, especially at lower rpm, while still maintaining smooth idle, increased fuel economy and reduced emissions.

To transfer power from the 5.0L Coyote engine, the G.T.500CR employs a but-tery-smooth Tremec TKO 5-speed transmission. From the transmission the power is applied smoothly through a FAB9 Ford 9-inch rear end from Chris Alston's Chassisworks. This combination gives the car enough traction to rocket off the line all the way to the end of the speedo's 160 mph mark.

Bringing the engine and transmission into the 21st century wouldn't make much sense without updating the suspension, and for a car like the G.T.500CR, dialing in the modern performance and iconic Mustang stance was key. To get it right, CR turned to Rod & Custom Motorsports who provided the G.T.500CR with a front coilover conversion kit complete with adjustable upper and lower A-arms – perfect for setting up the car for track or street use. To completely bring the G.T.500CR into the modern era, it boasts a four-link coilover rear suspension built in-house by CR. A modern rack-and-pinion steering set-up delivers the kind of precise control that simply wasn't available in the 1960s

To top everything off, the G.T.500CR sits on 17-inch Shelby 427 wheels wrapped in a sticky set of high performance Z-rated tyres.



Hidden beneath the classic-styled wheels is a 13-inch Shelby/Baer brake track system in the front and a Shelby/Baer 12-inch touring system in the rear which slow the G.T.500CR down in a hurry.

The G.T.500CR's competition-inspired interior is familiar but sports a few modern creature comforts. Carroll Shelby Signature gauges are housed in the Mustang deluxe dashboard. Highback Carroll Shelby Scat Rally Series 1000 racing seats with five-point Camlock seat belts are as comfortable as they are functional. The Old Air Products A/C system will keep the passenger compartment cool on hot summer days and an optional infotainment system with GPS navigation and DVD player brings everything into 2015.

Its ancestor, the Shelby Cobra, was built to do battle with the likes of Corvette and Ferrari in racing's uppermost echelons with a simple and effective formula of putting a big engine in a small car. The Classic Recreations G.T.500CR was built not only to honour the legacy started by Carroll Shelby but to bring that legacy into a new age.

Carroll Shelby wouldn't have wanted it any other way.

For more information on Classic Recreations, visit www.classic-recreations.com

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IGNITION

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THE DESERT MOTORS 1964 FORD GALAXIE PART FOUR

{ DRAG RACER }

REBUILDING THE INTERIOR

This month I'm rebuilding the interior of the Galaxie to loosely resemble a light-weight's interior. The reason I use the term "loosely" is because of the way this antique kit's interior is moulded; short of scratch-building about 80% of it or stripping an AMT '60 Ford Starliner for the interior, it is simply not possible to do so. The reason being is that the seats are moulded integrally with the interior tub and the engraving of detail is very faint and shallow due to the 50 year age of the kit's tooling. But enough bitching from my side and let's start.

PREPARATION WORK

Due to the aforementioned fact about the whole interior being moulded as one piece, in order to have any chance at attempting to paint-detail the interior reasonably, the seats have to first be removed in order to gain proper access to paint the door panels. I thus started re-

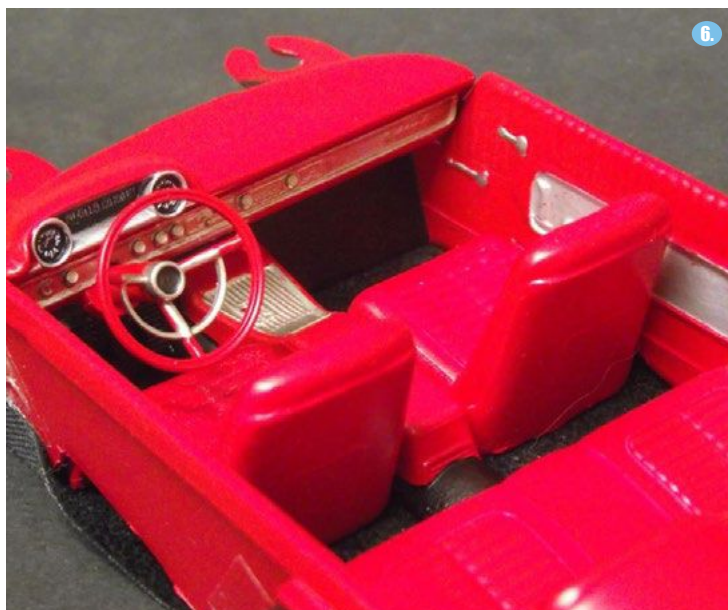
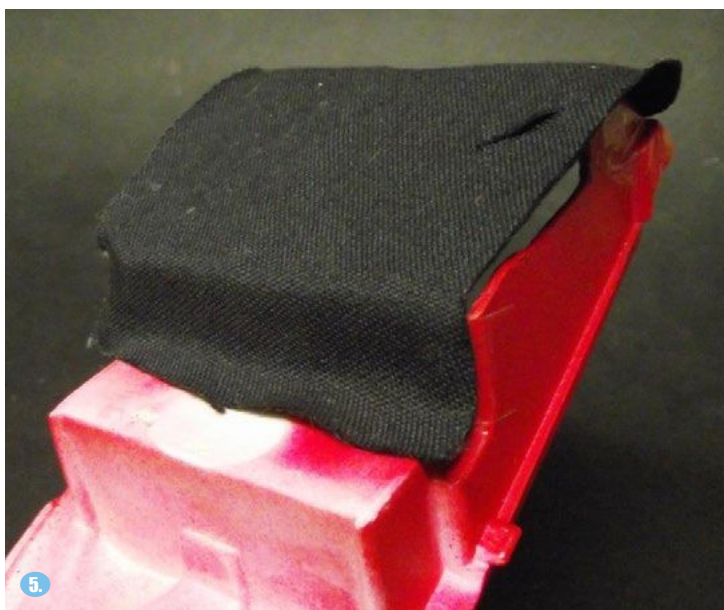


moving the seats and the floor from the interior tub by carefully cutting them away with a razor saw and with a circular saw blade in my motor tool. I completely removed and

discarded the floor, leaving just the transmission tunnel in place. In FIG 1 you can see the seats separated from the interior tub as well as the missing floor. In the photo, I have already

primed the parts, together with the dashboard and steering wheel with Tamiya Fine Grey primer. Note how the sides of the front seats were moulded as part of the door panels!





PAINTING AND DETAILING

After the primer had cured, I painted the interior, seats, dashboard and steering wheel with Tamiya Bright Red aerosol. Being a gloss colour, I had to tone it down to semi-gloss to simulate the sheen of vinyl, so after the red cured, I toned it down with a few coats of Tamiya Semi-Gloss Clear aerosol. In FIG 2 you can see the finished product. When the parts were properly dry I proceeded to detail-paint the interior components by hand. The brushed aluminium inserts in the door panels were painted with Tamiya Flat Aluminium after which I painted the window cranks and door handles with a silver paint marker pen. The carpeted part of the transmission tunnel

I painted Tamiya Flat Black as well as the front piece of the interior tub/floor. The aluminium gear shift dress-up panel on the transmission tunnel was also painted in Tamiya Flat Aluminium. The finished interior tub can be seen in FIG 3. Next was the dashboard and steering wheel. Firstly the gauges were painted flat black. I then carefully painted the gauge bezels and housings in flat aluminium. I then picked out the chrome strip running the width of the dash – housing the radio, clock and switches – in Tamiya Titanium Silver. Finally I picked out the details on the gauge faces with an artist's white pencil. On the steering wheel I painted the horn ring assembly in titanium silver and

the centre of the steering wheel in flat black (FIG 4).

REASSEMBLY AND FINISHING

With all the painting chores taken care of, reassembly could begin. I first glued the seats back in position using slow-curing cyanoacrylate glue (superglue). You're probably wondering what happens now concerning the cut out floor pieces? Well, to replace the floor, I simply cut a piece of black velvet material to size to simulate carpet. I then fitted the "carpet" to the tub from below, attaching it to the front end of the tub and at the back of the rear seat with double-sided tape (FIG 5). Due to the fact that no parts attach to the floor directly, I did not find it nec-

essary to make the floor from plastic. Now I just glued the steering wheel to the dashboard and the dashboard to the interior tub and the interior was done (FIG 6). After the interior was done I could not resist test-fitting it to the body, so after I inserted the glass into the bodywork, I fitted the interior to the body and took a sneak pic (FIG 7). I must say, the red interior really looks handsome in the white body and sets it off well. What do you think?

Next time we will apply the plethora of decals to the body while I give you some handy pointers and tips for decal application during the process.

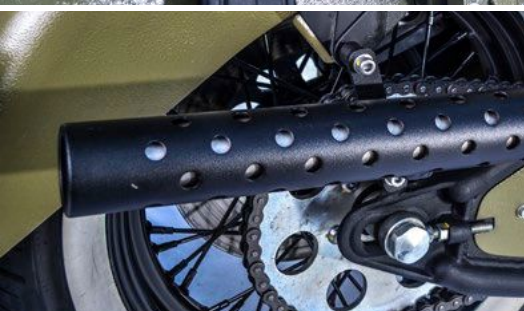
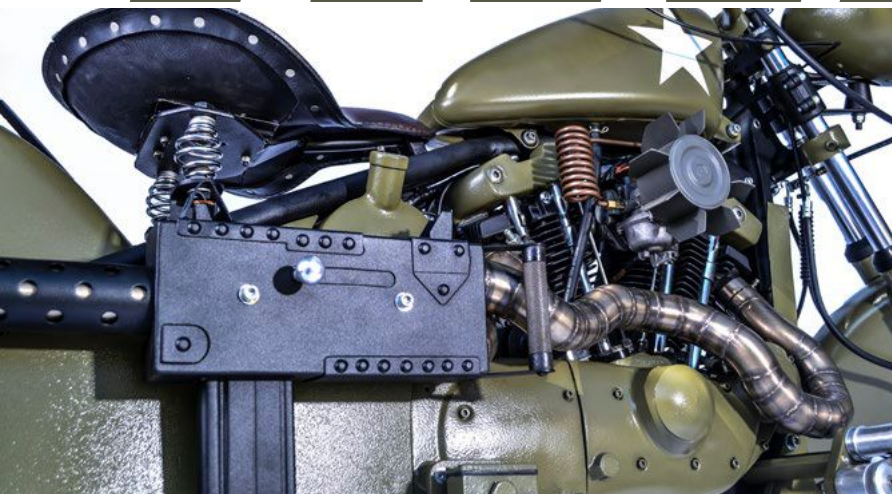
BY: GERHARD VAN VUUREN



Ask any petrolhead what sound would make him look up from his dinner when he's at a steakhouse and most would answer either a blown V8, the distinctive sound of a flathead Ford or a Harley V-twin. Deon van Wyk is no different. He had always wanted a custom hog and three years ago he had the chance to make his dreams come true. Buying a new Harley is just a question of

walking into a dealership, but finding a vintage Harley is much more fun. Deon did just that but took the experience even further. He bought a bike in a box – a completely stripped 1976 Harley Ironhead Sportster. I am the first to admit that the Sportster isn't the most inspiring Harley. Made for speed rather than cruising the Sportster line dates back to the late '50s. In the late '70s the Japanese invasion of superbikes almost

SAWAWAY



killed the brand. This Sportster was destined for something a lot different. The bike Deon actually wanted was a WWII military bike but, seeing that they are almost unobtainable and a pain to keep on the road, he decided to make a tribute to that icon with the '76.

The frame was modified into a rigid, giving it the look and feel of a 70-year-old bike. It was then powder-coated before the rebuilt and detailed engine was fitted. The engine

is the original 1000cc V-twin the Sportster came out with. Rebuilt to perfection, the 57 hp engine gives this bike the performance the original WWII version could only have dreamt of. The 4-speed gearbox was also retained, making it a joy to drive. The heads were colour-coded to the bike giving it a more utilitarian look – perfect for the military theme Deon was aiming for. The exhaust system was the next hurdle and it took a

long time to get just perfect. After experimenting with different ideas he decided to do it the difficult but coolest way. Buying a ton of dairy pipe bends, he matched and welded till the shape was just right. After all that work a normal tip would have been a let-down so



Deon went above and beyond and manufactured an exhaust pipe that looks like a WWII Browning M1919 .30 calibre machine gun. I can't see many people tailgating this bike as the barrel points straight at you when you drive behind it. The wires and hoses were all covered in woven metal sleeving, except for the fuel line that was manufactured from copper piping that was twisted to give it a more vintage look. It's not very functional as the pipe heats up and starves the engine of

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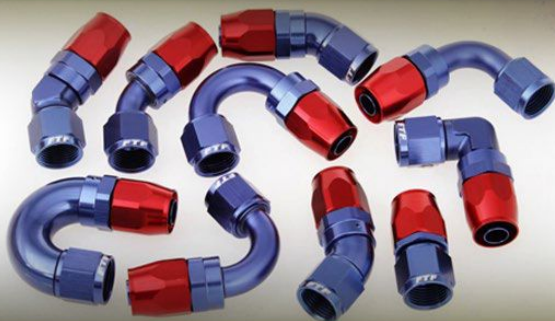
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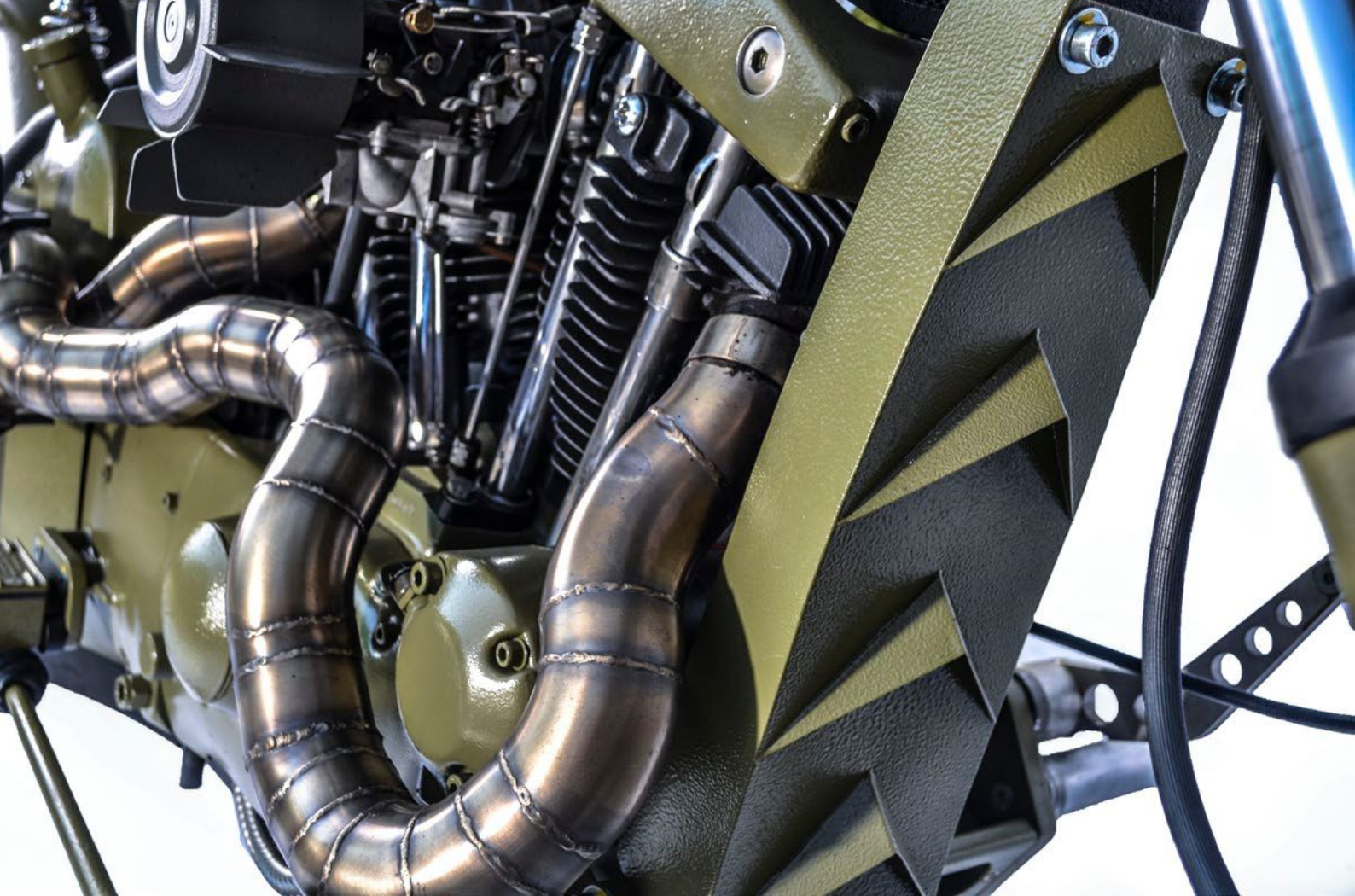
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fuel, but sometimes looks overrule function as everyone in the rodding community has found out for themselves. The stock carburettor is hidden behind an air filter shaped like the rear end of a mortar – the nose of which sticks through the other side of the frame. The nose of the mortar hides another surprise – the top swivels out and reveals the ignition, effectively hiding the key and keeping it safe.

Surprisingly the tank is the original 1976 unit with the only custom touch, except for the paint, being a vintage compass mounted in the gas cap that flips open to reveal the period-correct GPS – a working compass. I always say the little details make a custom

special and this one has masses of detail, but none of it looks overdone. Looking at the headlight anyone can see it's not a factory Harley unit, but is in fact a '34 Chev unit fitted so well it looks as if it HAS to be there. In the back, behind the custom-made luggage rack, is another car piece, a tail light from a 1946 Chev pickup. The army saddle bags were sourced from the military surplus store in Pretoria and look perfect, I'm just not sure that water bottle will always be carrying water. One of the most amazing pieces on the bike has to be the seat, an old tractor seat that was given to Dion of Leatherman in Pretoria with orders to make it the best-looking seat ever. Mission accomplished. The

aircraft nose-art girl on the seat looks perfect and takes this build from amazing to jaw-dropping. The fenders, frame, tank and various other parts were powder-coated in dark olive green, and look period-correct and tougher than any other spray job out there. Deon and his builder, Wayne Nieuwoudt from Wicked Rides in Pretoria really set the bar high on this build; it's over the top but not clichéd – a very difficult line to tread. When you see this bike at shows, take a closer look, there are masses of little touches like the bullet grips and sergeant stripes I didn't even mention. They are there for you to discover yourself.

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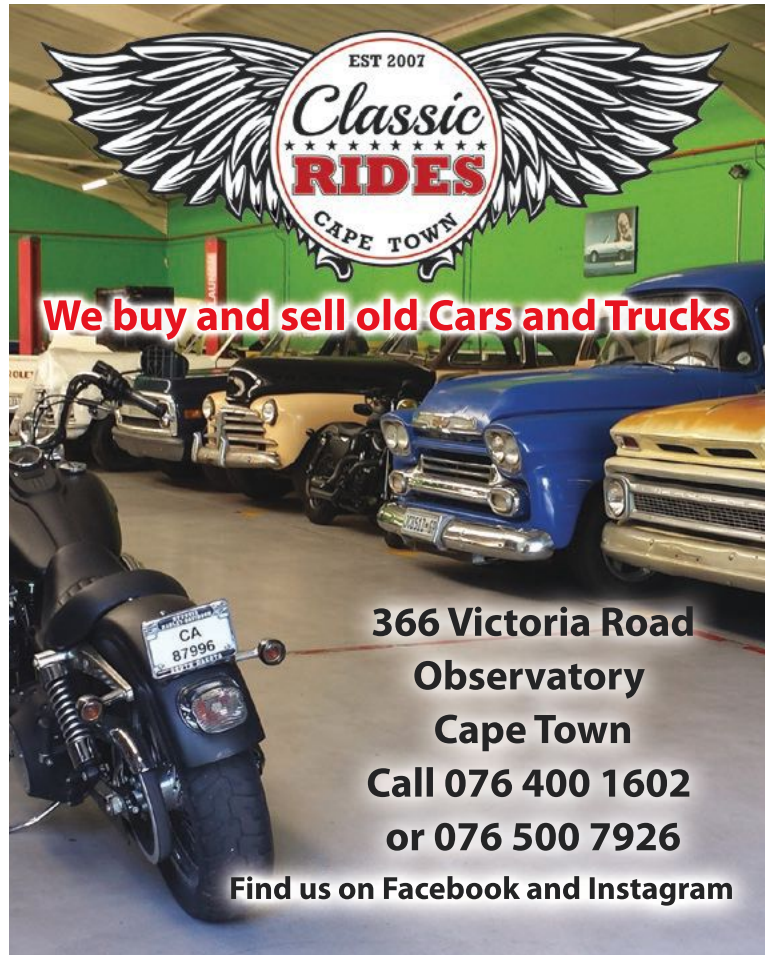
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ZERO GMML
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SIC BKML
15 X 7



MISANO GM
15 X 7



FALCON SSML
17" Staggered



BIG ROCK BKMF
15 X 10 / 16 X 10



FEAR BKMF
14" 15"



DESERT RAT SATIN BLK POLISHED
LIP BLK RIVETS 15" 16" 17"



VIPER GS POLISHED LIP
20 X 8.5



RACER GMMF
17" 18" 19x8.5+9.5" 20x8.5+9.5"



JEDI SSMF
17X8 / 18 X 9 / 18 X 10



DRAGON GMMF WITH UNDERCUT
WITH RIVETS - 19X8.5 + 9.5 / 20X9
10.5 NO RIVETS - 17" 18"

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